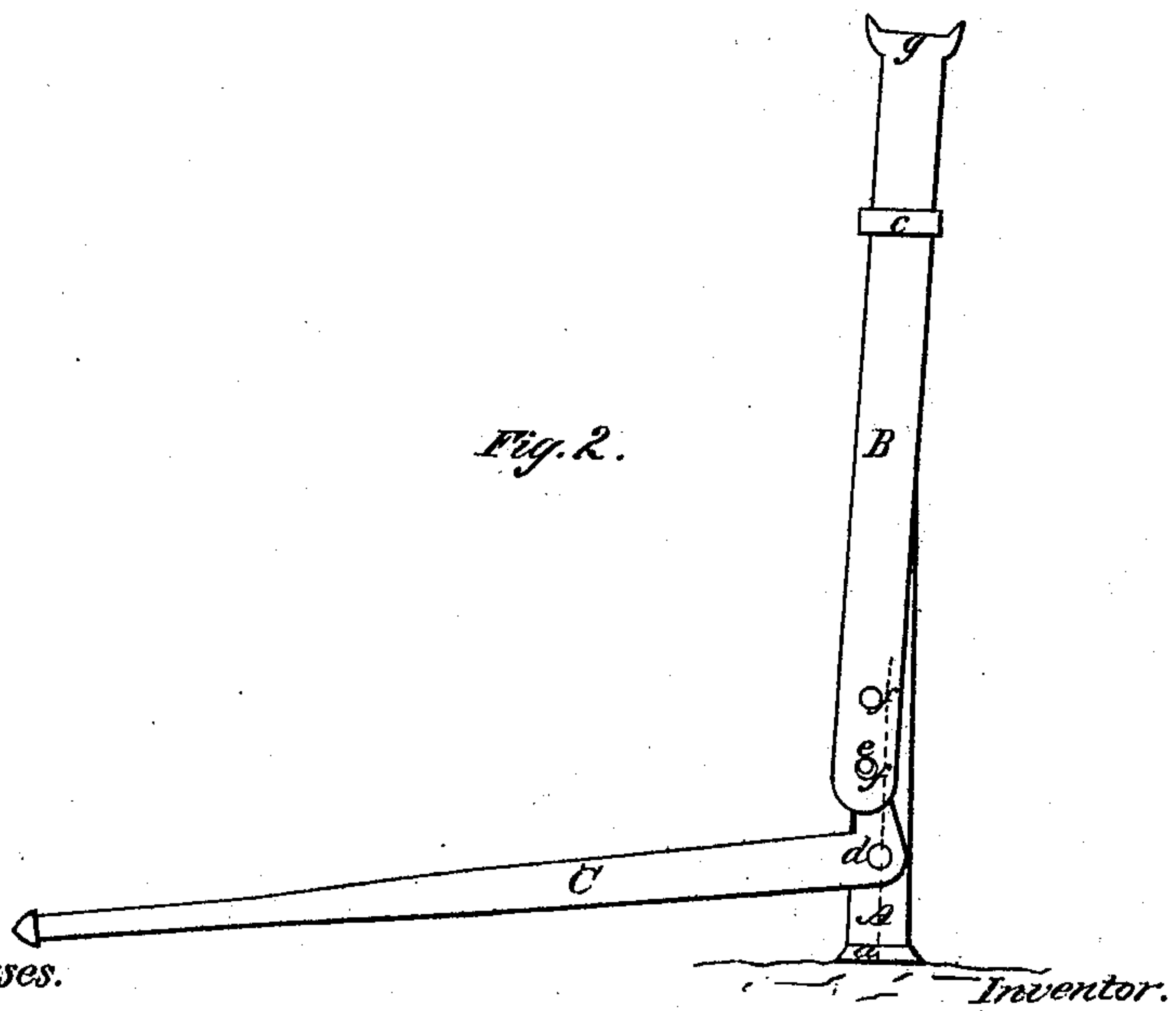
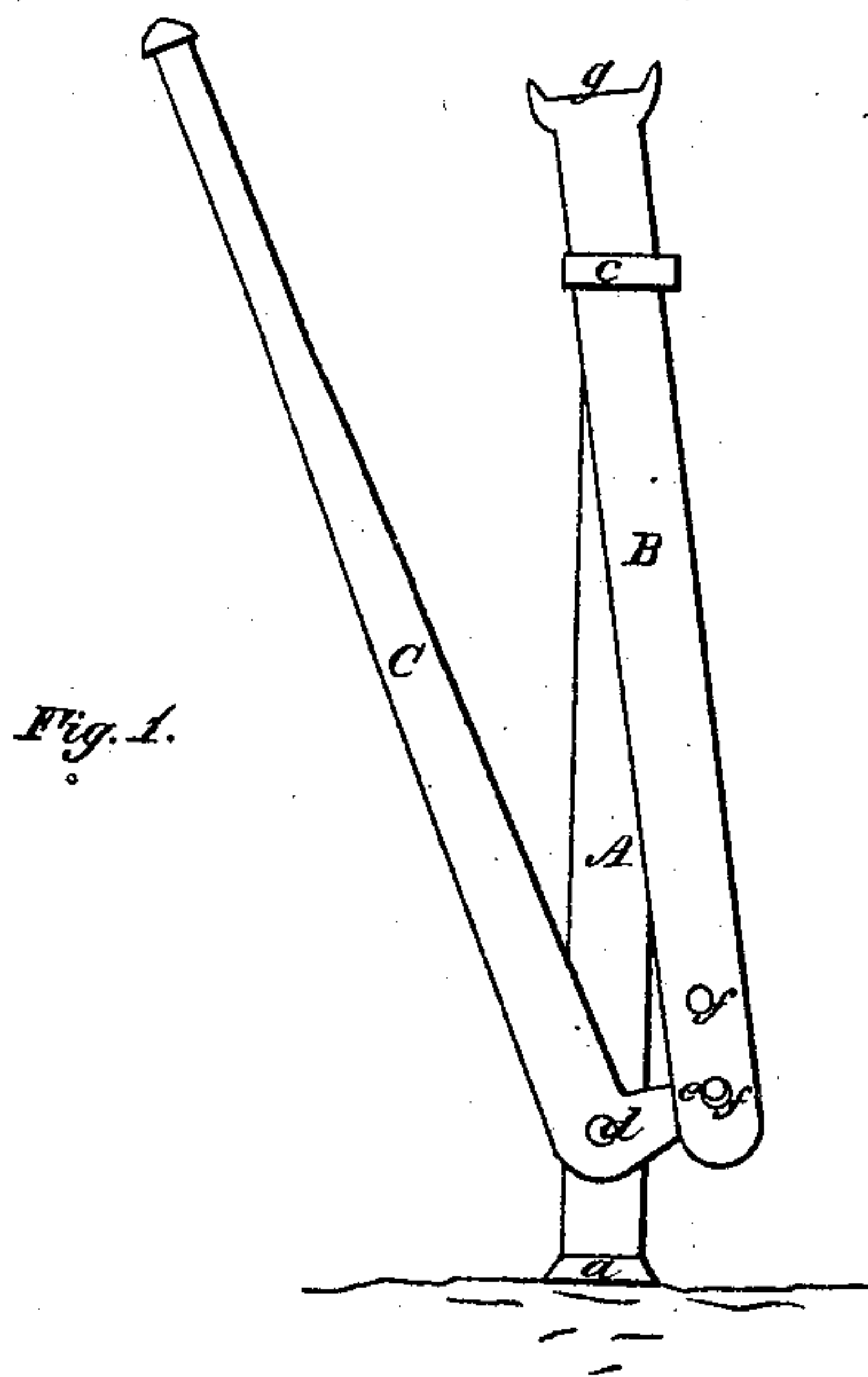


S. G. JONES.
LIFTING JACK.

No. 12,280.

Patented Jan. 23, 1855.



Witnesses.

My amin Monitor
Stephen H. Simonson

Inventor.

Samuel Gibson Jones

UNITED STATES PATENT OFFICE.

SAMUEL G. JONES, OF FITZWATER TOWN, PENNSYLVANIA.

LIFTING-JACK.

Specification of Letters Patent No. 12,280, dated January 23, 1855.

To all whom it may concern:

Be it known that I, SAMUEL G. JONES, of Fitzwater Town, in the county of Montgomery and State of Pennsylvania, have invented a new and useful Improvement on the Lifting-Jack for Carriages and other Vehicles; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, in which—

Figure 1, is a side elevation, showing the relative position of the several parts of the machine, when about being placed under the part of the vehicle to be lifted; and Fig. 2, a like elevation, showing the relative position of the same parts of the machine when supporting the lifted part of the vehicle—like letters indicate like parts in both figures.

A, is the main post; B, the sliding piece; and C, a bent lever (of the first class) for operating the sliding piece. The main post (A) is made with a broad foot (*a*) at the lower, and with a loop (*c*) at the upper end, the latter so constructed that the sliding piece (B) may slide loosely therein, when moved up or down by the action of the connecting lever (C). The fulcrum of this lever is formed by an iron pin (*d*) which passes through it and is secured in the main post, a few inches above its foot (*a*). The weight point (*e*) of this lever is placed, about one tenth of the length of its longer, arm from the fulcrum, and at about a right angle therewith. The weight point (*e*) is formed by a pivot of iron firmly secured in the lever at this part, and projecting laterally on one side so as to pass loosely, an inch or two, through any one of several round holes (*f, f*) made at short distances apart near the lower end of the sliding piece (B). The upper end of the sliding piece is made in a forked shape, as shown at, *g*. The three pieces A, B, and C, are each made of cast-iron, and about three eighths or half an inch thick, and about two inches wide—the power end of the lever, however, being gradually tapered or reduced in width, and rounded so as to be convenient to the hand in using.

The machine being designed for lifting part of a carriage or other vehicle (when the wheel is required to be taken off for greasing, or other purposes), it is placed under the same in nearly a vertical position (the longer arm of the lever elevated as shown in Fig. 1) with the forked end (*g*) of the sliding piece, in contact with the axle piece or other part of the vehicle, when by pressing down the longer arm of the lever (C,) the sliding piece (B) is forced upward—thus lifting this part of the vehicle and freeing the wheel—and the power end of the lever being brought down to the level ground or floor, the weight point (*e*) is necessarily brought over the fulcrum and between it and the power end of the lever, and consequently is held by the superincumbent weight, securely in that position, as desired.

The advantages of my invention consists in its greater simplicity, cheapness, lightness and convenience, over any other lifting-jack heretofore known or used—and is therefore especially adapted for the use of travelers, as well as farmers and others. It is not liable to get out of order; and it can also be readily closed up into a small compass, and thus conveniently carried at all times in the vehicle.

I do not claim either of the three parts A, B, and C, irrespective of their relation and adaptation to each other—but

What I claim as my invention, and desire to secure by Letters Patent, is—

The peculiar manner in which I combine the main post (A,) the sliding piece (B), and the bent lever (C)—the fulcrum of the said lever (C) being placed near the lower end of the main post, and its weight point (*e*) adjustably connected with the sliding piece (B) by means of the holes (*f*) near the lower end of the said sliding piece, while the upper end of the same piece is adapted to slide within the loop (*c*) formed on the upper end of the main post; all as, and for the purposes described and illustrated.

SAMUEL GIBSON JONES.

Witnesses:

BENJAMIN MORISON,
STEPHEN K. SIMMONS.